

SUPREME COURT & CONSULAR GAZETTE,

And Law Reporter for the Supreme & Provincial Courts of China & Japan

VOL. V

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No. 106

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NOTIFICATIONS

H. B. M. Supreme Court.

IN HER BRITANNIC MAJESTY'S SUPREME
COURT FOR CHINA AND JAPAN.

COURT OF BANKRUPTCY.

Shanghai, 15th day of December, 1868.

In the matter of E. C. ESSEX, a bankrupt.

WHEREAS at a public sitting of the Court, held on the 14th day of December, 1868, the Court granted an order of discharge to the said bankrupt. Notice is hereby given that the said order of discharge will be delivered to the bankrupt on the 15th day of January, 1869, unless in the meantime an appeal is duly entered against the judgment of the said Court

IN HER BRITANNIC MAJESTY'S SUPREME
COURT FOR CHINA AND JAPAN.

THE BANKRUPTCY ACT, 1861.

SHANGHAI, 1st December, 1868.

NOTICE is hereby given that the first meeting of creditors of AUGUSTUS FISHER, who was adjudged Bankrupt under a petition of Bankruptcy, filed in Her Britannic Majesty's Supreme Court for China and Japan, at Shanghai, on the 24th day of September, 1868, having been held before CHARLES WYCLIFFE GOODWIN, Esq., Registrar in Bankruptcy, on the 23rd day of November 1868, the Court has appointed a public sitting to be held before Sir EDMUND HORNBY, Knight, Chief Judge of the Supreme Court aforesaid, on Monday, the 18th day of January, 1869, at the Supreme Court at Shanghai aforesaid, at 11 o'clock in the forenoon, for the Bankrupt to pass his last examination, for the Bankrupt to pass his last examination, and to make application for his order of discharge.

At such public sitting proofs of debts of creditors will be received, and the Bankrupt will be required to submit himself to be examined, and to make a full disclosure of all his Estate and Effects, and to finish his examination.

ROBERT ANDERSON MOWAT, Esq., is the Official and sole Assignee, no creditors' Assignees having been elected or appointed in the said Bankruptcy.

United States Consulate General.

UNITED STATES CONSULATE GENERAL.

SHANGHAI, December 28th, 1868.

THE undersigned is instructed by his Excellency Honorable J. ROSS BROWN, Minister of the United States at Peking, to notify that he has assented to the amended Regulations for the Pilotage Service in China, which were published by the Inspector General of Customs, under date of October 30th last.

United States Consulate General.

They will be of binding force and effect on citizens of the United States on and after the 1st day of Feby., 1869.

GEO. F. SEWARD,
Consul General.

British Consulate Shanghai.

NOTIFICATION.

THE annexed copy of a despatch from His Excellency Sir Rutherford Alcock, K. C. B., H. M.'s Envoy Extraordinary, &c., &c., to H. M.'s Consul at Amoy, in reference to the opening of additional ports on the sea coast and the establishment of landing places on the Yangtze, is published for general information. A copy has been specially communicated to the Shanghai General Chamber of Commerce, and the undersigned avails himself of this opportunity to invite individual opinions on the subject from any member of the mercantile community who may feel desirous of expressing his views, or affording any information or suggestion that may be of service to Her Majesty's Minister.

W. H. MEDHURST,
H. B. M. Consul.

H. B. M. Consulate,
Shanghai, 28th December, 1868.

No. 20.

PEKING, December 11th, 1868.

SIR,—In the Memorial to my address from the Merchants at Amoy, forwarded to me last year, there are two paragraphs, the one relating to the opening of an additional Port at Wenchow, and another, of much larger scope, proposing the opening "of all the principal Ports on the Coast, not as regular Treaty Ports, but "as subsidiary to them."

From various other sources, opinions have been conveyed to me on the part of the Mercantile Communities in China, more or less distinctly deprecating the opening of any more ports on the coast, as likely to be productive of expense incommensurate with any advantage to be anticipated.

In this conflict of opinion among those more immediately concerned, there is room for doubt as to the course of action which would best meet the interests of British Trade. It seems desirable, therefore, before any revision of the Treaty is actually entered upon, to learn with greater certainty the views of the Mercantile Communities generally on this subject. And, as regards the Memorialists at Amoy, I have to instruct you to ascertain more precisely what they mean by "Subsidiary Ports," and to what places on the Coast they allude?

I may as well state that, were other difficulties overcome, I have ascertained, from recent discussions with the Foreign Board at Peking, that the Chinese Go-

British Consulate: Sh n.hai.

verment will not voluntarily consent to open any Port without stipulating for the residence of Consular Agents, and without themselves placing a Customs establishment at each place.

On the other hand, it is in contemplation to open to Foreign boats or vessels, not propelled by steam, all inland waters leading to and from any place, within the limits of any Customs district, where British Merchants may trade, in order to facilitate the transport of Foreign goods, or Foreign-owned produce; and for the better security against unauthorized or unnecessary obstructions and delays. Assuming such a concession to be ultimately agreed upon, it would appear that, under another name, the advantage sought by Subsidiary Ports, so far as I understand what is meant, would, in effect, be obtained. That is, a privilege which would enable Merchants settled at any Treaty Port to trade directly with all the places along the Coast, or up the rivers, in the vicinity of their own ports, and in boats of their own, which they can build large or small, according to the ascertained requirements of such local trade.

The Amoy Memorialists appear to have contemplated, in connection with the system of Subsidiary Ports which they propose, that it should be imperative on all vessels going to any of these Ports to go to and from the nearest Treaty Port, where they would deposit their papers, give bond, take out a special permit, and afterwards return to the same Treaty Port to clear out in the usual manner.

I do not see very clearly how such a system of permits and obligations could be carried out without the intervention of a Foreign Customs Establishment and a Consular Agency, one or both, at each Port of call; and it may, farther, be a question whether any vessel would find it expedient and profitable to go to a Subsidiary Port which could, very probably, neither take nor give a full cargo, and return direct to the Treaty Port at which her papers were left.

On the Yangtze, something of the nature of Subsidiary Ports has been under consideration, so far, at least, as the erection of landing places at certain points where cargo and passengers may either be taken up or set down, would supply a means of Trade. Yochow, Nganking, Tatung and Wuhu, have been pointed out as desirable places for such an experiment.

If any new Ports were to be opened on the Coast, Takushan, Taichow, Wenchow, Kipehi, Shiutung, and Pakhoi have been spoken of as the most eligible; but it is entirely an open question, yet, whether any or which of these shall be open, in the event of a general revision of Treaty stipulations being determined upon.

These possibilities are here referred to because, as they have already been under discussion, and have now been submitted to Her Majesty's Government for consideration, it would seem desirable that the Mercantile Communities in China, generally, should have a farther opportunity of stating their views more specifically on points of so much importance in their bearing on the final results of any revision.

I shall accordingly forward a copy of this despatch to H. M. Consul at Shanghai, directing him to communicate its contents to the Chamber of Commerce there, and otherwise to ensure such publicity as will give any members of the Mercantile Communities in China an opportunity of expressing their opinions, and affording information for my own guidance and that of H. M. Government. That there may be no unnecessary delay in communicating the result, you are authorized to forward a copy of any communications you may receive from individual Merchants, or any Mercantile body at your Port, direct to Her Majesty's Secretary of State for Foreign Affairs.

I am, Sir,

Your obt. Servant,

RUTHERFORD ALOCK.

W. H. PEDDER, Esq.,
&c., &c., &c.

Spanish Consulate Shanghai.

SPANISH CONSULATE,
SHANGHAI, 20th Nov., 1868.

I have this day given over charge of the Spanish Consulate to Señor Don FRANCISCO DE SERRA Y LARREA, Spanish Vice Consul.

L. CHECA, Consul.

British Consulate Shanghai.

SPANISH CONSULATE,
SHANGHAI, 20th Nov., 1868.

I have this day taken over charge of the Spanish Consulate at this port.

FRANCISCO DE SERRA,
Spanish Vice-Consul

NOTICE.

THE interest and responsibility of Mr. FREDERICK PEDDER in our firm ceases from this date.

H. D. BROWN & Co.

Amoy, 31st December, 1868.

MR. FRANCIS CHOMLEY is a partner in our firm, which from this date will be conducted under the name of BROWN & Co.

H. D. BROWN & Co.

Amoy, 1st January, 1869.

NOTICE.

In the matter of SIMON WILLIAM HORN, late of the Imperial Maritime Customs at Chefoo, deceased.

ALL persons being indebted to, or having any claims against the above named estate are requested to communicate with the undersigned on or before the 31st day of January, 1869, after which date no claims will be entertained.

THOS. GIBRON,
Executor.

Shanghai, 4th January, 1869.

NOTICE.

THE interest and responsibility of Mr. HENRY ADOLPHUS OVERWEG in our firm ceased on the 1th of November last, by lapse of time.

OVERWEG & Co.

Shanghai, 4th January, 1869.

NOTICE.

THE Partnership heretofore existing between WILLIAM DICKINSON, WILLIAM DICKINSON, the younger, and HENRY DICKINSON, trading in China under the style of ALFRED WILKINSON & Co., has this day been dissolved by mutual consent.

The liquidation of the affairs of the said Firm will be conducted by Mr. THOMAS BARTON HIGSON, Managing Partner in China of Messrs. Dickinson & Co.

ALFRED WILKINSON & Co.

Shanghai, 31st December, 1868.

WITH reference to the foregoing notice, the above named WILLIAM DICKINSON (by himself and his present Firm of WILLIAM DICKINSON & Co.), and with his son HENRY DICKINSON, (by himself and his new Firm of DICKINSON & Co.), will exclusively use the registered trade marks of *Sin-wo* (信和);

D D S S, D D, Camel's Head, outer Bale mark of



and other tickets, heretofore used on manufactured goods exported from England by the said William Dickinson & Co.

WILLIAM DICKINSON.
HENRY DICKINSON.

Shanghai, 1st January, 1869.

NOTICE.

THE Undersigned have this day established themselves at this Port as General Merchants and Commission Agents.

DICKINSON & Co.

Hong Nome, 信和 (Sin-wo.)

Shanghai, 1st January, 1869.

NOTICE.

THE partnership hitherto existing between JAMES DOW, JAMES H. WRIGHT and WILLIAM S. MACLEAN, under the Firm of Dow & Co., ceases this day by efflux of time; the affairs of the Firm will be liquidated by Mr. JAMES DOW, who will sign the Firm "in liquidation."

DOW & Co.

Shanghai, 1st January, 1869.

It is requested that only such communications as relate to Editorial matters be addressed to the Editor, and that they be sent not later than Friday.

Advertisements will be received till 10 a.m. on Saturday. No communications can be noticed unless accompanied by the name of the writer.

Supreme Court and Consular Gazette

SHANGHAI, JANUARY 9TH, 1868.

WE are accustomed to ascribe the difficulty of obtaining friendly intercourse with the people of China to the hostility and exclusiveness of the officials, and we point to numerous instances of readiness on the part of the populace to ignore the prejudices which we are taught that they hold. But in the opposition which we have hitherto met from the people of Chao-chow-fu, we have an example of the inveterate hatred inspired into the breasts of a certain small section of the native population by the very suggestion of foreign intercourse. Visitors to the city are invariably mobbed and ill-treated; the children are encouraged by their elders to throw mud and stones at the intruders, and the courtesy and hospitality which a respectable foreigner usually meets in a native shop or private dwelling house in the interior of Kiangsu are contemptuously denied by the half-savage inhabitants of this treaty port. The natural wildness and independence of the native character in this region are exemplified in the merely nominal allegiance yielded to the government, an allegiance which is thrown off under the slightest provocation. Even were the local officials at Chao-chow perfectly willing to lend their aid towards carrying out the provision of the treaty relating to the opening of the city to foreign trade, their efforts would have been quite unavailing. We have no reason to believe that the difficulties encountered were in any sense due to them. On the contrary every characteristic of the people points to the conclusion that they are neither timid enough to fear their mandarins nor simple enough to believe them. They are cruel and turbulent, but neither cowardly nor treacherous. Hence, having taken an invincible dislike to foreigners, which is not altogether without reason, they disdain to gloss over their feelings for the sake of the contingent advantages of trading intercourse. This independence and ferocity at home takes a shape but slightly different abroad. In the colonies and in Siam where a large proportion of the Chinese immigrants are natives of the South Eastern corner of the Kwangtung province the same characteristics are exhibited, but there under the form of an unquenchable desire for self-government. Hence, while as colonists they are valuable for their indomitable energy and perseverance, they are, as subjects, troublesome in the extreme. Many circumstances have conspired to impress peculiarities upon the people we are considering. The district they occupy being so remote from the centre of Tartar power they were never completely conquered, not even by the "King of the South," who was specially sent by Kanghai to effect their subjugation. The constant quarrels, often taking the proportions of sanguinary wars, between the original inhabitants and the

Hakkas or squatters, have tended to preserve the fierce and martial spirit which seems to have died out in the other parts of the Empire. Here only is it that, whenever need arises, the people systematically exert their right to strike, and level everything. The officials here are practically, as well as theoretically, influenced by public opinion, and they hold their trusts under conditions which are in reality imposed by the people. A glaring infringement of popular rights and liberties does not pass with impunity, as in other regions peopled by more docile inhabitants, but on the contrary a tyrannical or arbitrary act frequently involves not only the loss of power but the loss of life. Hence taking into consideration the character of the people and the attitude they assume towards their own government, it is obvious that the principle of exacting reparation on the spot for breaches of treaty, which of late years has been found to work so beneficially in various parts of China is especially applicable to Chao-chow. And then, again, so far as foreigners are concerned the unparalleled atrocities of the coolie trade, from which the Chao-chow people and their immediate neighbours were the earliest sufferers, may be held almost to justify the otherwise unaccountable cruelties to which shipwrecked mariners have been subjected on the inhospitable coasts of Kwangtung. In no other part of the Chinese seaboard is so little regard paid to the famous rescript issued by Kien-lung ordering officers and people to shew compassion to all foreigners without distinction of nationality whose ships may be driven on shore. To influence this people, then, force or persuasion must be brought to bear upon them directly, for orders communicated from Peking would be disregarded unless they tallied exactly with the state of popular feeling at the time of their reception. There is of course a certain satisfaction in having at length, after a delay of just ten years and a half, obtained the recognition of a treaty right. But we doubt much whether, except for the name of the thing, we are likely to gain much advantage from the formal opening of Chao-chow. Williams, in his Commercial Guide, represents it as built upon the river Han, which there becomes very shallow in consequence of the waters losing themselves among several streams, so that it is only at high tide that any but very small craft could reach the city. Perhaps, however, a more extended and more favourable intercourse with foreigners will give rise to such a feeling of curiosity that the inhabitants will gradually participate in the trade carried on at the mouth of the river. Should this prove to be the case we shall have created a want which it will be necessary for us subsequently to supply, and thus in the course of a few years the daily requirements of this now hostile and independent city will comprise the luxuries wherewith foreign commerce supplies the more tractable denizens of the other open ports. But to attain this end, to conciliate the prejudices, and overcome the objections which we are certain to encounter, the greatest caution and forbearance will be necessary on the part of the earliest foreign settlers. A bold race is generally generous; all therefore that we shall require is to be just and fair in our dealings, treating the natives with the con-

sideration which their temper demands and which expediency recommends.

In another column we republish from the *Rangoon Times*, of October the 7th last, an account of Captain Sladen's expedition to the new Panthay Kingdom in Yunnan, giving the latest information that we possess as to that remarkable State which, arising from a rebellion of the Mohamedan subjects of China in Yunnan, has succeeded, alone of all the insurrections which have happened in China within the last thirty years, in establishing a regular system of government.

The most satisfactory incident of the journey was doubtless the reception of Captain Sladen by the Governor of Momein, the Tah-se-kon (Ta-si-kwan?), who received him with all honours, and at once entered into friendly relations. Had Captain Sladen, however, been brought up as a diplomatist in Eastern China, we think he would have at once accepted the offer of his host to send an escort of 1,000 men with him to the chief at Tali foo. No rule in Chinese diplomacy is more invariable than that in every road, literal or metaphorical, the Chinaman sees a lion; whether a coolie is to be asked to step slightly out of his daily walk, or the Government has to be persuaded to remove an abuse, this lion in the shape of some indefinable danger is always ready at a moment's notice. Had Captain Sladen accepted the escort, in all probability 100 men would have been found sufficient to protect his party. As the matter has ended, we are glad to notice the friendly feelings which the expedition has raised, and to find that the chief at Tali foo has fully endorsed the arrangements made.

Although we quite agree with the writer in the *Rangoon Times* as to the benefits to be gained to British interests both in India and China, by the opening of the roads between the two countries, hitherto almost hermetically sealed owing to the mutual jealousies of the border states and the exclusive policy of China; and although we hope by the opening at an early date of Chungking, in the centre of Szechuen to complete the chain of intercommunication between British India and the seaboard of China; we are by no means disposed to endorse his statements as to the decadence of British trade in the east of China. It is indeed true, that the good management of the Shanghai Steam Navigation Co., aided however by unforeseen circumstances, has obtained for American steamers the greater portion of the trade on the River Yangtze, but even this rivalry we look upon rather as the friendly contest of individual houses, than a national struggle for pre-eminence. In all other respects, in the ratio of imports and exports—in the purchase and sale of products—and in the general social and political influence exercised, we notice no falling off. In the opening of the Pacific railway and the establishment of a regular line of steamers between Shanghai and San Francisco, we note the progress of events. It is only right that we should make strenuous efforts to obtain possession of the other end of the chain. The opening of the Yangtze to Chungking foo and a line of railway thence by Tali foo and Blauuo, connecting with British

Burmah and Calcutta, would form a long link in the girdle round the world.

Now that the Indian Government has engaged in the exploration of the border districts hitherto so much neglected, we hope that no half hearted proceedings will stop its progress. The opening to civilization of the long locked up districts between British India and the west of China, is an object worthy the ambition of a great statesman.

We gave in our issue of the 26th of December last, a report of the very interesting journey of Mr. T. T. Cooper, in search of an overland route direct to British India. Although Mr. Cooper did not succeed in his object of crossing the mountain ranges which mark the western frontier of China, he yet brought back valuable information, not only about the practicable roads, but about the productions of the province of Szechuen, the so called Garden of China. Most interesting in this respect was the description of the extensive growth in that province of the opium poppy. In former years large quantities of the drug used to be produced in the neighbouring province of Yunnan, the inhabitants of which were thus rendered independent of the foreign supply from the coast: from that province too, most of the opium used in Szechuen and the neighbouring districts seems to have come. Troubles however arose in Yunnan, the Mahomedan rebels for many years struggled against the Chinese troops till at last they were so far victorious as to set up a chief of their own with a Court at Tali foo. During this time, the production of opium was interfered with; the cultivation passed over to Szechuen, and in that fertile basin, watered by the Yangtze and its great feeders, the Yaloong, the Min and the Kialing, was introduced the culture of the plant. Here it found a genial soil; the numerous rivers and the great internal trade of the region procured for it a ready market, so that now Szechuen opium may be said to supply the entire of the West of China. At Hankow, in comparison with its other imports, that of opium is comparatively insignificant. Hankow, in fact, stands upon the boundary line, dividing the districts favouring the foreign, from those which prefer the native article. There are even indications that the use of the Szechuen drug is extending in eastern China. When first Hankow was opened a firm largely engaged in the trade made some experimental shipments of Szechuen drug to this and other coast ports; the experiment was a failure, and was not repeated. Lately, however, we hear that small quantities of the western drug begin to be conveyed down the river.

With regard to the comparative qualities of the two drugs connoisseurs as usual differ, those who have been accustomed to the native drug say that, though milder, its flavour is superior to the Indian article, and refuse to have anything to say to the latter. That the Szechuen drug is becoming a formidable rival to that imported from the west, we may gather from the result of Sir Jung Bahadoor's embassy to China. That sagacious chief, holding as it were the key of the passes between India, China and Thibet, seems to have seen the opportunity his position offered

of opening the road between India and China through his territories, and thereby turning to his own use much of the lucrative traffic which now goes by sea from British India to China. For this purpose apparently, though nominally to arrange with the Court at Peking the differences between himself and Thibet, he made an attempt to renew the embassy which in former years, when China held real sway over Central Asia, used periodically to visit the capital. On this occasion, however, the embassy took rather the character of a trading caravan than a merely political party. Amongst other things it was burdened with no less than two hundred chests of opium for sale in the Chinese markets. The carriage of this article over the passes required, we learn, no less than six hundred mules and a proportionate number of drivers, in fact a small army. In the success of his venture the Rajah seems to have had much confidence, but bitter disappointment awaited him. The drug which a few years before would have commanded a ready sale, could find no purchasers in a market now supplied from its own soil, and had either to be sold at a nominal rate for dispatch to the market at Hankow, some nine hundred miles distant, or taken back at a ruinous expense across the passes to Nepal. With the failure of his speculation, Sir Jung Bahadoor seems to have flagged in his desire for the progress of the embassy to the capital, and it is probable that he accepted the checks to its further progress offered by the Viceroy at Chêngtu with comparative equanimity. Foiled himself, however, he seems to have been jealous of any one else attempting the route; and hence probably his evident dislike to the success of Mr. Cooper's expedition, which not only led his ambassador to refuse that gentleman assistance, but induced the Rajah himself to make false complaints to the Governor General at Calcutta regarding the manner in which he was travelling, and the circumstances which led to his want of success.

So much for opium growing and its effects in Yunnan. We now learn that the culture of the poppy has been introduced in a still more unexpected quarter. In his valuable report on the trade of Newchwang in the year 1867 too late given to the public, Mr. Macpherson informs us:—

Careful and well distributed enquiries, tend to show that since the opening of Ying-tzu to Foreign trade, this commodity has become in the interior cheaper by one-half, whilst the number of the smokers has been trebled. In a little village among the highlands that form the Northern border of the Fêng-tien hill district, I hit upon four or five acres given up to the cultivation of the poppy. An acre there yields two hundred taels weight of the drug. It was spoken of as being well flavoured, but deficient in strength, and was twenty per cent cheaper than Foreign Opium. Farther North, near the Mongolian town of Po-li-tun, it is sown on a larger scale, but with smaller results, an acre only yielding one hundred taels weight. In Kirin the production is carried to a much vaster extent. At least three hundred peculs are yearly brought into the market, and the drug is even offered for sale in the shops of Ying-tzu. In the neighbourhood of the producing districts, the presence of the native article must be prejudicial to its foreign rival. At Kirin, I found the price of Opium considerably lower than at Ying-tzu when I left. The cultivation of the poppy was only commenced in this portion of the empire three years ago.

It may thus be readily seen how greatly the growth of the opium poppy plant is extending in China. There is little doubt that both the

soil and climate are admirably adapted to the plant, and that were it not for governmental interference the culture would rapidly extend to the seaboard provinces. Attempts have at various times been made to introduce the cultivation into Chehkiang and Fuhkien, successful so far as the growth of the plant went, but quickly put a stop to by the provincial governments, on the ground that such cultivation interfered with the amount of land which should be used for the production of food for the people. Now, however, that it has already attained such a firm hold in the country, and that in most portions of China the population is so reduced as not to be capable of occupying the land formerly cultivated, it is not unlikely that these embargoes may cease; and it behoves us to enquire what effect any serious decrease in the importation of the drug would have on foreign trade.

A few years ago such a suggestion would have been received with a sensation approaching to horror, the importation of opium being the only practical means of equalising the exchanges, then largely in favour of China; now, however, the partial opening of the country has already to a great extent rendered our trade independent of the drug. Last year we took occasion to notice the low rate of exchange ruling compared with former years; the import of silver had almost ceased, and exchange had reached almost to that point when an export would become profitable. During the year which has just passed a similar state of affairs existed; even during the busiest period of the tea and silk season, exchange at six months' sight did not much exceed 6s. 2½d.; towards the close of the year it dropped to from 5s. 9½d. to 6s., rates almost sufficient to induce an outward flow. We last year suggested that to meet the downward tendency of the exchange market some new production would be found necessary; it now seems that our increased imports of foreign piece goods are likely to be balanced by a corresponding decrease in the opium trade. This is a result which few will regret; its effect will doubtless be to improve the rate of exchange in favour of importers, and enable a still increasing quantity of foreign manufactures to enter into consumption in China.

H. B. SUPREME COURT.

January 4th 1869.

Before Sir EDMUND HORNEY, Chief Judge.

GLOVER & Co. v. T. LEWIS,—Judgment summons, Judgment for \$285, dated 11th December.

GLOVER & Co. v. T. LEWIS,—Judgment summons for Tls. 231.36 and \$110, dated 1st Aug. 1868.

BOWER, HANBURY & Co. v. T. LEWIS,—Judgment summons for Tls. 474, dated 1st August 1868.

FRAZER & Co. v. T. LEWIS,—Judgment summons for Tls. 867, dated 1st August 1868.

C. RYLEY v. T. LEWIS,—Judgment summons Tls. 159, dated 1st August 1868.

THOMAS LEWIS, examined:—I am the Master of the ship *Trebolgan*. These Judgments were recovered in actions commenced against me by the plaintiffs. They were brought against me and not the owner. They were in respect of matters concerning the ship. The contract of affreightment is in consequence of my not proceeding to sea within a reasonable time. I could not proceed to sea because my owners did not supply me with money. I could not fill up my ship. There was no cargo offering for Liverpool after my ship was half loaded. I tried to get money on Bottomry but failed. I recovered my wages and disbursements or such

portion as was allowed by the Court of Admiralty from the proceeds of the sale of the ship. The money is still in the hands of the Registrar. I shall be paid I believe to-day. The judgments have not been satisfied; because I have never had money to pay them. I have no property here except my personal effects. I know nothing of my owners except that they cannot assist me.

Mr. Bird claimed that the judgments be satisfied out of the money in the hands of the Registrar.

Mr. FAMES said these were purely on the ship's account; the Captain had no personal interest; the parties calculated on the personal responsibility of the owners and the ship, and not on that of the Captain. The ship is sold. His client had no further lien and he cannot therefore re-imburse himself; the judgments were recorded some time ago when he had the ship. By this means the judgment creditors on ship's account against the Captain get paid in full, while the creditors of the ship get only 73 per cent, because the value of the lien is not sufficient.

Mr. Bird said he was not prepared to discuss the question of personal liability.

His Lordship said that he was afraid he should be obliged to make the order as prayed, because these were judgments against the Master personally. At the same time he felt that he was practically setting the statute protecting the Captain's wages at naught. It was clear that the judgment creditors had never given credit to the Captain and only sued him as Captain and the representative of the owners, and it was hard that his wages should be made responsible. The case ought to be carried to a higher Court and this Court would give every facility, but still the time an appeal would take and the expense must be considered by the Captain. He much regretted he could not send up a special case, but the Order in Council confined suits in proceeding to points of law arising out of criminal cases. The Captain would do well to consider the course to be pursued, and for this purpose the order would not be made so as to take immediate effect. His Lordship regretted that he had to make the order, but would make it without costs.

Ordered as prayed.

H. B. M. SUPREME COURT: SUMMARY CASE.

January 6th, 1869.

Before R. A. Mowat, Esq.

KNOOP & Co. *versus* BAIRO, Master of *Indian Empire*.
Claim for \$47 for short delivery of goods and expenses incurred by survey.

Defendant denied his liability.

Mr. KNOOP, sworn:—I am Manager of the firm of Knoop & Co. I hold two bills of lading; the one for ten casks of vinegar, the other for a hundred cases of gin, which came by the ship *Indian Empire*, and were according to my bills of lading shipped in London in good condition. The defendant is Captain of the *Indian Empire*. All my goods arrived in good condition with the exception of one cask of vinegar and three cases of gin for which I make the present claim, and a puncheon of rum for which I make no claim. The three cases of gin appeared to have been opened, and the contents meddled with; and the cask of vinegar was nearly empty. I presented our claim to the agents, who referred me to the Captain; but he refused to pay it. I then referred the matter to Captain Patridge, and expressed a wish that he would make a survey. I claim \$4.50 for each case of gin, \$20 for the cask of vinegar, and \$10 for fee paid to the surveyor.

DEFENDANT, sworn:—Both the gin and vinegar came alongside in good condition. I saw the vinegar stowed away in such a manner that it could not be touched by any person on board the ship. When shipped the vinegar and gin were described as general merchandise. With respect to the condition of the three cases of gin when they arrived here, the top was off one case and the bottom of it was broken; with respect to the other two the covers were only started, and this was caused, I think, by being badly nailed. I did not open the cases and consequently do not know how much they are short. I also brought Mr. Knoop seven puncheons of rum. When shipping them I noticed one of them in a very bad condition, and made a note of it on the bill of lading.

PLAINTIFF, re-examined:—The reason I made application to Captain Patridge is because I am not sufficiently informed regarding the customs of the port; so I

applied to Captain Patridge who is well acquainted with them. I am acting on his advice in making this claim. I told Captain Bell, as he said he would not settle the claim, that I should apply for a survey; as far as I can re-collect, I mentioned to him that such a course would entail additional expense on him. The Captain in reply, said he had made up his mind to refuse all claims. The survey was held the following day and I immediately after notified the result to the defendant.

CAPTAIN PATRIDGE, sworn:—I was applied to by Mr. Knoop to hold a survey on the goods. I did so. I surveyed them at the Hongque Wharf. The conclusion I arrived at was that the cases of gin had been opened. They showed signs of chisel marks. I shook the cases, and there appeared few sound bottles remaining. With regard to the puncheon of rum I advised Mr. Knoop to make no claim as the cask seemed very fragile. The cask of vinegar was in very good order, and showed no signs of leakage. There did not seem to be more than a few gallons remaining in it. If it was in this state, not half full, when shipped, it could not fail to be noticed. There were no marks of broaching on the cask.

CAPTAIN LEWIS, for the defence, sworn:—I surveyed the vessel when discharging. I saw the cask of vinegar at first in the hold, where it was properly stowed, and on the following day on the wharf. There can be no possible doubt but that the cask was in sound and perfect condition. There were however, two spikes underneath the bung, a most unusual thing and which I never saw before. The spike should properly be in the same stave as the bung, but in this cask it was on the opposite side. I told the Captain at the time that the cask leaked out of the spike hole. It could not be made on board because the spike hole rested on the ground. The reason all the vinegar did not run out was on account of the trifling nature of the leak.

HIS WORSHIP said that from the evidence which had been given he had no doubt that the three cases of gin were injured on board ship; they were shipped in London in good condition as the bill of lading signed by the Captain showed, but on arrival were found in a state that indicated that they must have been tampered with, and this the Captain should have provided against and was clearly liable for. With reference to the vinegar he was in doubt until he heard Captain Lewis' evidence. The Captain's receipt had reference to the external condition only of the casks, and he could not be made answerable for any deficiency in the amount of the contents of the cask; nor was he liable if the loss was occasioned by leakage, unless that leakage resulted from improper storage or negligent handling on the part of the ship's company; and as it was given in evidence that the cask could not have been tampered with either during the voyage or before delivery at the wharf, he must conclude that the vinegar was short in quantity when shipped, or that it leaked from an inherent defect in the spiking of the cask—in either of which cases the Captain was not responsible. With respect to the fee paid by plaintiff to Captain Patridge for his survey, he did not see why the defendant should be saddled with the expense since he was not responsible in the first instance even for the rum; and the state of the gin was evident to all, so he would make the order that defendant should compensate plaintiff for the three cases of gin, pay costs of summons, and that the expense incurred by survey should be divided between both.

H. B. M. SUPREME COURT: POLICE CASES.

January 2nd 1869.

Before R. A. Mowat Esq.

James Johnson, a British Seaman, was brought up on the charge of destroying a number of candles belonging to a Chinaman. The prosecutor stated that on his way home with a basket containing candles the prisoner came up to him, and, without any provocation, pulled the basket away from him and broke the candles, which he valued at 90 cts. His Worship fined the prisoner \$1 and ordered him to return to duty on board his ship.

Another Sailor, named Fitzsimons, was charged with being drunk and conducting himself in a disorderly manner. The constable who arrested him said he saw the prisoner endeavouring to pull a Chinaman out of

his house; but on being told that such conduct could not be permitted he ceased and went quietly away. Immediately afterwards he saw him endeavour to take possession of a broker's trap, and then arrested him. The prisoner did not deny the charge, but said he had no recollection of the occurrence; that it was the first time he was ever in a Court, and that he was very sorry for his conduct. His WORSNIP said as it was his first appearance he would dismiss the charge; but cautioned him to beware that he was not brought up again, and ordered him to go immediately on board his ship.

Five seamen, belonging to the *United Service*, appeared to answer the charge of refusal of duty. They pleaded guilty to the charge, but thought to justify their conduct by stating that it was the bad treatment they experienced from the Captain in his not letting them have a holiday on New Year's day that caused them to refuse duty. The Captain said he would not have pressed the charge if they had returned to work. The prisoners replied that they wished to be discharged; that they had asked the Captain to that effect, but that he refused to do so. His WORSNIP ordered them to pay costs of summons and return to their work, remarking that they ought to know well that they could not with impunity act in such a manner; that their discharge rested wholly with the Captain, who could compel them to serve the term of their agreement, and that if they were brought up again charged with like conduct they might be sent to gaol for a long period.

January 6th, 1869.

Before R. A. MOWAT Esq.,

D. WILLIAMS, of the *Fair Leader*, was charged with being drunk and incapable. If being his first offence he was cautioned and dismissed.

T. McLEAN, Chief Engineer of the *Tun-sin*, was charged with drunkenness and consequent incompetency to fulfil his duties on board ship.

Micheel Howlit, sworn:—I am master of the *Tun-sin*. The accused is the Chief Engineer. He has been drunk on more than one occasion. He is guilty of habitual drunkenness and has been incapable of attending to his work. He was drunk yesterday.

The accused denied the charge and stated that for fifteen months he has not been drunk.

The magistrate remarked that so late as six months ago he was before the Court to answer a charge of assault: that he did not attend to the summons and had to be arrested; that he was then drunk and had to be committed to gaol in consequence.

The Captain said that he cautioned him on at least ten previous occasions; always overlooking the offence.

Walter Mayhew, chief officer, sworn:—I have seen the accused drunk five or six times within the last seven months.

To the accused:—I have seen you drunk in the engine room, and also in your bed.

Wm. Jamieson, second officer:—I have seen the accused five or six times the worse of liquor. I have thrown 15 bottles of whiskey overboard from his cabin.

To the accused:—I did not say you were drunk and incapable. There was one occasion on which it was supposed you were drunk, yet you went to the engine when necessary.

James Gallock, third officer:—I have seen him the worse for drink three or four times during the last nine months. I never saw him off his duty. On the 10th December he abused me whilst in the execution of my duty, and used bad language towards me. He was then the worse for drink, otherwise would not have done it.

The Captain said he desired to have the prisoner discharged, that he was told before both by Mr. Groom and Mr. Stoddart to discharge him, but did not do so.

His WORSNIP said that the Captain was justified in discharging him as he rendered himself incompetent through intoxication to fulfil his duties, breaking his contract and endangering the safety of the ship. It was competent to the Captain to send him to gaol, which in itself would operate as a discharge. but he (the Magistrate) was reluctant to do this, and advised the man to take his discharge. This, he assented to do. Costs to be paid by the accused.

January, 7th 1869

Before R. A. MOWAT, Esq.

Two Seamen belonging to the *Lady Louisa*, named John Cole and George Biddel, and another man named

Summers were brought upon remand charged with stealing sandal wood, the ship's cargo, from the above ship.

James Richards, sworn:—I am cook on board the *Lady Louisa*. On Saturday evening I saw a sampan coming alongside. A line was passed and it was hauled forward to the bow of the ship. I was in my own room but hearing a noise I opened my door to see what was going on, and saw some men standing on the deck. I heard them whispering, so I went aft and told the mate that the men were stealing the sandal wood. The mate went forward. I know about the sandal wood, because I heard one of the crew, named Young, mention the word. About 10 o'clock I heard more noise, and I heard Coles, the prisoner, hail a sampan, saying that two men wanted to go ashore. A few minutes after Cole came to my berth to see if I was sleeping. I swore at him for disturbing me and he said he only wanted to know if I was in bed. About 15 minutes after he came back and looked inside my door. I saw Summers going to the poop and giving a line to the sampan. Coles came again to see if I was asleep. About 20 minutes after I saw Summers passing some sandal wood, about 4 feet in length and 1 foot in thickness, into the sampan. Before this I saw the other prisoner, Biddel, with a piece twice as large, I called out, so he dropped it down the ladder into the sampan; Cole at this time was standing near pump. I went aft and informed the mate who came up with the second mate. The Captain also came on deck. I told him what I knew. He asked the watchman, Coles, did he see any strange man taking sandal wood. Coles said he did. The Captain then asked him why did he let him. Coles replied that he did not think it was his duty to stop him. By this time the sampan had left the ship. I saw Summers in the sampan stowing away the wood before I called the mate. Summers is not one of the crew, but has been several days in the ship where he had no business whatever.

To the prisoner Biddel:—I was in my house at 7 o'clock when the sampan came alongside. I did not say the sampan was hauled forward at that hour. I swear Summers was on deck, and that I saw him put sandal wood over the ship's side into the sampan. I saw you also do the same.

Summers in reply to the Bench said he had not been near the ship since Thursday; that on Friday he was charged before His Worsnip with being drunk; that he has not even seen any of the ship's company since; and that both on Friday night and Saturday night he slept with a man named James Walker.

This evidence was taken on the 5th inst., the Court remanding the prisoners to enable the police to discover the stolen property, and Summers to prove the alibi which he asserted.

The following evidence was received yesterday.

James Walker, sworn.—I remember last Friday. I was at work at Glover's wharf where I have been employed for some time. I live inside the godown at the wharf. I have a room there. I saw Summers there on Friday evening. He told me he was hard up. He seemed so. He asked me to give him a bed which I did. Before that time I only knew him by sight. He remained till Sunday morning when he went away. He did not go out on Friday night, but went to bed at 6 o'clock.

To Mr. Stripling.—I could not say he was drunk or sober. He did not look drunk but very fatigued, which was the cause of his going to bed so early.

To the Court.—He slept in the same room with me. I saw him asleep at 10 o'clock. On the following day he asked me to give him some work. He seemed very willing to work and assisted me during the day. I told him to apply to Mr. Ross. That night he slept with me too. He left on Sunday and I have not seen him since. He could not have gone out for the gatekeeper would not let any one out whom he did not know.

To Mr. Stripling:—I did not see him on Friday night between 6 and 11 o'clock, but I believe he was asleep, and was told so by the servants. I am confident he slept with me both nights. It is a fact. I told the Police sergeant that I was not sure how many nights he slept with me; but I am now confident that he remained two nights.

To his Worsnip:—I am sure he did not go out on Friday night between 6 and 7 o'clock. If he had gone out the watchman would have told me.

His Worsnip, addressing Summers, said, that from the first he had great doubts as to his being implicated at all in the matter, and the evidence of the last witness completely cleared him by establishing a satisfactory

alibi. It showed, too, that he was desirous of getting employment and he (the Magistrate) had much pleasure in discharging him, and trusted that he would soon get some work so as to give no opportunity for suspicion attaching to him.

George Edgart, sworn:—I am second officer of the *Lady Leicester*. About 8 o'clock on Friday night the cook came aft and told me that he thought something was wrong on board the ship, and that the men were stealing the cargo. I went with him and saw a sampan being hauled forward to the fore part of the ship and went to see what business it had there. I saw two of the men going away. I asked the sampan man what he wanted, and he said that he was bringing a man on board and that he wanted to be paid. I told him to go away, but he only abused me. Eventually, however, he went away and I saw no more of him. I could not say that anyone else was in the sampan. I could not see, it was too dark. Everything was quiet on board until about 11 o'clock, at which time the cook was making a noise and singing out that the men were stealing the sandal wood. The Captain went on deck and I ran after him and saw a sampan dropping astern, but could not see anyone in it. The only persons I saw on deck at this time were the Captain, the cook and the watchman (Coles). I heard the Captain ask Coles did he see anyone take sandal wood over the side. He said he did. The Captain then asked him, why he did not stop him; and Coles said it was not his business. The next time I came on deck all the crew were there and wanted the Captain to put the cook out of the ship, saying that they would not work so long as he was in her. After a short time they went into the fore-castle and I went after them and asked were they all on board. They said, yes. I then asked if the strange man was on board. They said no; that he was gone away. On the following morning (Saturday) when going about the deck I saw several blocks of sandal wood lying about. I knew them to be part of the cargo, and that they were removed from the hold. They were not on deck the previous evening. Coles' watch commenced at 6 o'clock and ended at 6 in morning. He had nothing to do during the day. It is impossible as yet to say whether any has been stolen as more remains to be discharged. The two men I saw on the deck when I went to see the sampan are men of the names of Clark and Richards, these were coming from the fore-castle. There were two other men on the deck at the same time, but they were sitting on the spars. I found next morning a rope attached to the capstan towing in the water and long enough to reach the gangway. It had no business there. I saw the prisoner Biddel on deck that night when I came up.

To Mr. Stripling:—I heard Cole say to the cook, "you would not betray a man for a stick of wood." He also said, "you have some wood yourself in your bunk." I did not hear the cook make any answer. I have not searched the men's beds; such a thing is very unusual. I have seen in the cook's berth a small piece of sandal wood, but it was given to him in Australia by a boat man. I saw it given to him.

To Cole:—I saw you first on deck at 8 o'clock, I did not see you having any sandal wood.

Cole here addressed the Court and said only one piece of sandal wood went overboard, which he was afraid to stop as there were too many men connected with it; and that if any deficiency existed in the cargo it could easily be accounted for by the fact that a lot of it was used as fuel by the cook during the voyage.

Witness to Coles:—I am not aware that the cook burned any sandal wood during the voyage.

To Biddel:—I don't know that the line to the capstan was put there on the day before for the ballast lighters. I did not see on deck before all hands turned out.

To the Court:—The rope attached to the capstan was strong enough for ballast lighters.

William Marston, sworn:—I am chief officer. I went ashore on Friday afternoon and returned on board at half-past-nine. I expected that Coles the watchman would be at the gangway to receive me. He was not there. I went in search of him and found him in the fore-castle and told him if he again vacated his post and did not keep a better watch I should have to remove him. It was his third offence. I went to bed then. About 11 o'clock I was roused up by the cook saying that the men had turned out. I went up and heard one

of the men, named Richards, ask what the cook was making all the row about. One of the men wanted to throw him overboard, but I interfered. I heard Coles say to the cook "you would not betray a man for a piece of wood; if you split on me I will split on you." Next morning I saw some wood stowed away behind the spars and some alongside the anchors. In looking into the skuttle I saw more of the same wood, that is wood of the same mark, ready to be passed up. When I went forward all the men refused duty. They assigned no reason; but said they wanted to see the Consul. This was the second occasion on which I heard them ask to see the Consul. The hatch was not locked that night; it was left open to get coal. Between the hatch and where the wood was there is communication by which all the cargo could be passed on deck.

To Cole:—The cook has burned some sandal wood, but only once when the coal ran out.

To the Court:—He told me he did so. It was only on one occasion when coal ran out, about two weeks before we arrived in port. Since that time he used splinters and casks. On our arrival here we immediately got a supply of coal. There was a rope passed to the capstan the day before, but I think it was hauled in.

Mr. George, of Messrs. Jardines, in reply to a question from the bench stated that he could not yet tell how much of the sandal wood was missing as the ship was not entirely discharged; but that he would be able to inform his Worship on Saturday.

His Worship said, that as it was necessary the ascertain how much was lost, he would remand to case till Saturday.

January 8th, 1869.

Before R. A. MOWAT Esq.

The second mate of the *Sophie* appeared to answer the charge of incompetency to fulfil his duties, preferred against him by the Captain.

The Captain stated he engaged the prisoner, who had a second mate's certificate, in England; that the ship was not ten days from land before he discovered his incompetency. On one occasion he found him asleep during his watch on deck, the ship at the time going N.W., whereas her proper course lay to the southward. He had occasion to find fault with him at various times; he was of no assistance to the chief officer. On September 4th I called him into the cabin along with the chief officer and told him he could not fulfil the duties of his position, and that I wished him to work as able seaman, by which he might learn his business and do credit to the second mate's certificate which he held. He asked time to consider, which was granted. Some days after he said he would not; that he shipped as second mate; knew his duty as such; was competent to perform it, and would do no other duty. I then sent him to the fore-castle telling him if he did not do his work I would hand up his certificate to the Consul. I appointed the boatswain in his stead. He refused to obey him; and has done no work since, but has had a regular allowance of rations supplied to him.

The accused said he was fully competent for the duties.

His Worship said as the prisoner pleaded competency that he should deal with the case as one of refusal of duty, and sentence him to such a time of imprisonment as would necessitate his discharge from the ship. He would, however, remand him, as he objected to the sum of money offered by the Captain as his wages; that the Captain may produce account of same and of the expenses incurred in finding a substitute.

P. Ahem, steward of the *Fairleader*, was charged by the Captain with stealing 30 lbs. of butter, the property of the ship, a dozen pocket handkerchiefs, seven pillow-ships, and a silver spoon which belonged to the Captain. The prisoner denied the charge; but said that he lost the spoon overboard, it had remained in the water which he threw away; he told the cook that he lost it, and the cook told the Captain. The charge was dismissed, the Captain not being able to prove that the prisoner was the person who took the things.

MARRIED.—On 10th Nov., at St. Matthew's Church, Baywater, by the Ven. Archdeacon Hunter, assisted by the Revd. E. H. Newenham. PHILIP WYBURN, Esq., of the Tower Temple, Barrister at Law, to ANNA, eldest daughter of Alexander McDONALD, Esq., of 30 Pembridge Gardens, Bayswater.

NEWS OF THE WEEK.

SINCE our last issue we have to note the arrival of the French, English and American Mails; the French, by which we have the following telegrams, arrived on the 7th inst., and the others yesterday, the 8th, but they bring no later news.

GREAT BRITAIN.—London 1st December.—The Conservatives have carried the elections in Mid-Somerset and West Riding of Yorkshire. 2nd.—The Earl of Mayo left Suez yesterday for Bombay. Kelly has won the Boat Race for the championship of the Thames. Madame Disraeli has been gazetted Viscountess Beaconsfield. 3rd.—The Disraeli Ministry has issued a Circular stating they feel it due to their honour as well as to their policy to resign, Mr. Gladstone will probably succeed Mr. Disraeli. The present result of the Elections gives three hundred and eighty-four Liberals and two hundred and seventy-two Conservatives. 3rd.—The Bank of England has to-day raised its rate of discount to 3 per cent. The P. & O. Company have declared a dividend of 6 per cent. 4th.—Her Majesty the Queen, upon the recommendation of Mr. Disraeli, has summoned Mr. Gladstone to form a New Ministry. It is stated that Sir A. Cockburn, Lord Chief Justice, will probably be appointed Lord Chancellor of England. 5th.—Mr. Gladstone proposes the following, to form the New Ministry:—The Earl of Clarendon to be Secretary of State for Foreign Affairs; Mr. Robert Lowe to be Chancellor of the Exchequer; Mr. John Bright to be Secretary of State for India; Mr. Cardwell, Secretary of State for War; Mr. Childers to be First Lord of the Admiralty; Sir Wm. Page Wood to be Lord High Chancellor, and Earl Russell with a seat in the Cabinet without office. It is announced both in London and Paris that a rupture has taken place between Greece and Turkey. The rumour, however, requires confirmation. Latest Cable Telegrams from America state that Mr Seward requires that the liability on account of the "Alabama" claims be decided by a Commission instead of by the King of Prussia. The Liverpool Cotton Market closed dull and declining. Oriental and Mercantile Bank shares remain unchanged. 6th.—The London Observer states that it is definitively settled that the following will form the new Ministry:—Mr. Gladstone, first Lord of the Treasury; Sir W. Page Wood, Lord High Chancellor; Mr Robert Lowe, Chancellor of the Exchequer; Mr. Austin Bruce Secretary of State for Home Department; Earl of Clarendon, Secretary of State for Foreign Affairs; Earl Granville, Secretary of State for the Colonies; Mr. Cardwell, Secretary of State for War; The Duke of Argyll, Secretary of State for India; Mr. Childers, First Lord of the Admiralty; Mr. John Bright, President of the Board of Trade; Mr. Chichester Fortescue, Secretary for Ireland; and Earl Russell without office.

THE CONTINENT.—Decr. 1st.—Latest news from Spain is to the effect that the Republicans have expressed their displeasure at the Monarchical demonstration at Valladolid. The Government has stringently ordered the prefects to prevent disturbance. A demonstration occurred yesterday at the Montmartre Cemetery, on the occasion of the anniversary of the death of Deputy Bauden. Advice from Paris state that sixty-two persons have been arrested in consequence of the demonstration at Montmartre Cemetery.

COMMERCIAL.—London, Decr. 7th.—Grey Shirtings 8½ lbs. 9/7½. 7 lbs. 8/3. Twist 1/2.

In England attention seems to have been entirely concentrated on the elections. Of the more noteworthy members of the last Parliament who have been defeated are Mr. Roebuck at Sheffield, Mr. John Stuart Mill in Westminster, Baron Rothschild in the City of Lon-

don, Mr. Milner Gibson at Ashton, and Mr. Hornam at Stroud. Of new candidates Mr. Beales has been rejected at the Tower Hamlets, Mr. Brallough at Northampton, and Mr. Greiner (a working man) at Warwick. Among the list of members returned we note the following names as having a special interest in China, &c: Mr. Jardine, for Dumfries; Mr. Magniac, St. Ives; Mr. Edgar Bowring, Exeter; Mr. Birley, Manchester, and Mr. White, Brighton. In the metropolitan constituencies there has been intense excitement, but no actual violence. In other parts of the country people have not been so fortunate. At Blackburn a man was cruelly murdered; at Bristol much violence was committed; and at Newport in Monmouthshire one or two persons were killed in a riot.

Only four days having elapsed since our last issue we have almost no news of interest to chronicle. With regard to affairs in Formosa we are glad to learn from Hongkong that the indemnity money (35,000 dollars), had all been paid the same day as that on which the *Algerine* left. On the 22nd December, Lord Charles Scott, commander of H.M.S. *Rinaldo*, left with forty men for Petaow, to witness the execution of the criminals who were conspicuous in the late outrages. When the *Algerine* left all was quiet.

A meeting of shareholders in the French Gas Company at Shanghai took place on the 7th inst., at which it was resolved: "That a Committee be appointed to confer with the Shanghai Gas Company to ascertain the price at which the latter will supply Gas; and that a meeting be afterwards called to discuss the advisability of purchasing Gas from them." As has before happened at more important public gatherings in Shanghai, the meeting appears to have been "packed," two gentlemen together holding 22 votes, while the other shareholders present only mustered 20. When these two gentlemen found, however, that the feeling of the meeting was against them they very liberally gave way.

The Annual General Meeting of the Shanghai Philharmonic Society was held on Thursday evening and the accounts for the past year were after a brief discussion passed. It was found that all the Society's funds had been expended and that it was indebted to the extent of about £15. 200. The chief expense had been incurred in importing a new piano and purchasing some necessary instruments. The debit balance it was expected would easily be made up next year. It had been found that the new principle on which the Society worked last year answered satisfactorily and a proposition that the principle should be continued during the year 1869 was carried by a large majority. The new Committee for 1869 was elected, and comprised Messrs. C. W. Goodwin, A. A. Hayes Jr., O. Brandt, C. Essex and Dr. Zacharie.

We are glad to hear that the barque *Alicia Annie*, for the safety of which we mentioned in our last that fears were entertained, has arrived safely at Woosung.

H. B. M. steamer *Salamis*, having on board H. E. Vice Admiral Sir Harry Keppel, K. C. B. left Singapore for Sarawak, Manila and Hongkong on the 15th ulto.

Most of the shooting parties who were frozen in up-country have returned, several having left the boats frozen in the creeks, and walked to Quinsan, Kahding or other large towns and thence taken native boats to Shanghai. The *Daily News* mentions that two gentlemen who returned on Tuesday morning had walked from near Soochow to Kahding, and found all boats inside the walls, so hard frozen that it took two hours and a half to cut a ¾ mile passage, for one that they hired, up to the water gate. Another gentlemen

returned on Wednesday, having been seven days, five of which he had been frozen up, trying to reach Shaug-hai, from some place North of the Tabu. Some fears are entertained for the safety of two gentlemen who, it is known, had left their boat for the purpose of coming home overland, but who have not as yet arrived. A party left on Sunday last to look after them but up to Wednesday had not reached farther than Quinsan, having been detained there some time by the ice. Beyond the whole country was stated to be a mass of ice almost entirely impassible; some boats had been frozen fast for five days unable to move.

A writer in the *Recorder* in describing a visit which he paid to the *Sie-hin-joch*, or home for Chinese beggars, established with the aid of foreigners at Shanghai, says, "We found in the premises, receiving relief, some 220 beggars of every description, from the man who had seen better days to the confirmed outcast, and, we are sorry to add, the boy beginning his career of misery. Indeed the saddest sight of all was the number of lads varying from 8 or 9 to 14 or 15 to be found partaking of the charity doled out to them, and whose looks testified that in all probability a life of misery and crime and an early death in wretchedness was all they had to look forward to. While such, however, was the aspect of the place, it struck us that something better might be done. The inmates were supplied with fresh straw to sleep on; but no measures seemed to have been taken to promote cleanliness. The yard itself was strewn with stable litter, amidst which two or three of the beggars were groping. To our question, whether the unhealthy were allowed to go about at their pleasure, we were informed that no check was placed on their actions; that they were given a place to lie down in and provided with a dole of rice. In this respect the establishment falls far short of what might be expected, and is in no respect better than the Taoutai's establishment near the city."

We are inclined to think, however, that the writer does not make sufficient allowance for the filthy habits of the Chinese, and the immense difficulty which must be experienced in enforcing anything approaching to cleanliness.

In the absence of more important events some interest has been taken in a case which came before the Mixed Court, of the abduction of a young girl, one of the prima donnas of the "sing song" houses. The facts of the case, which we summarise from the *Daily News*, are somewhat as follows. A short time back the siren was seen by a well-to-do trader, who is reported to have fallen in love with her at first sight. This fact soon came to the knowledge of the owner of the girl, and her fear of losing such a valuable prize being aroused she immediately removed her to Shanghai. The enamored swain, however, traced her hither; and finding it difficult to see her took counsel of a friendly wax merchant. These two worthies, called in the aid of one Moaw, a native of the same place as the lady—by profession a scribe, but who for money will do anything; and with him it was decided to petition the Cheh-Hsien. Moaw forthwith drew up the document, representing himself as the girl's uncle; stating that he had just discovered her in a brothel, after anxious search, and wished to take her home; ending with a request that the Cheh-Hsien would grant him an order to take her from the woman. The order was granted, but the woman, desiring also to have a word to say in the matter, brought the case to the Mixed Court. Her story was that the girl was worth \$500 or \$600, that her theatrical engagements were not payable until the end of each Chinese new-year; and these amounted now to over \$1,000. Since the gentleman was so anxious to marry the girl, he could have her by paying

those engagements (which would be forfeited) and some \$600 as the price of the girl herself. A delegate from the Taoutai, was however in waiting at the Mixed Court to escort the young lady to the city, whither she was sent, with a statement of the terms imposed by her owner; who was understood to wish the trader joy of his success.

In regard to this case the *Recorder* says: "The whole affair seems to have been one of those barefaced attempts at extortion on the part of the hangers on of the City Yamén, which we have had so frequently to expose. A claim of relationship seems to have been set up by a man connected with the Yamén, who happened to speak the same dialect as the girl, and who on that ground persuaded the Chi-hien to issue a warrant for her arrest within the bounds of the British settlement. This warrant was attempted to be executed without consultation with the officials of the Mixed Court or of the Municipal Council, and it was this circumstance which it seems led to the first charge in the Court against the abductor. Taken in connection with the status of the new Mixed Court it therefore assumes an importance it would not otherwise possess. The great aim of the establishment of that institution was to prevent these arbitrary interferences of City officials—known to be entirely in the hands of their underlings, when not swayed by worse motives—with the Chinese resident in the settlements, and secure at least some semblance of law and order. This object seems as far from accomplishment as ever; the Tung-chi sits indeed in the Court with a parade of power sufficient to make the fortune of a Dogberry; but whenever any really important case comes on, or any interference from his nominally inferior colleague the Chi-hien has to be apprehended, his helplessness is at once apparent. Till some real power is placed in his hands, and some practical control is exercised by the Consular officials sitting beside him, there will be always an attempt made to throw an air of mystery around any cases with which City officers may be connected. We make these remarks not sympathising with either side in the petty quarrel which has for some days occupied the time of the Court, but in the general interests of the settlement, that the Mixed Court should be made something better than a mockery of a Court of Justice."

A writer in the *Recorder* suggests with regards to the introduction of telegraphy in China that the Inspectorate of Customs might well come to the assistance of the foreign Ministers. "A telegraphy between the central Custom House at each place and the limits of the port would often prove of great service. No place on the coast is better adapted for such an experiment than is Shanghai, and we therefore trust to see it soon tried under the sanction of the Customs authorities."

The following passengers arrived in Shanghai yesterday: per *New York*, from New York, Revd. Mr. and Mrs. Newerst, Miss M. M. Patrick, Miss A. M. Pacer, Mr. and Mrs. Billings, Colonel Currie, Messrs J. A. Crawford and E. J. Wade; from Yokohama, Colonel Coke. Messrs. Pelser and Lean; from Hio, Messrs S. W. Hyde and Manelsdorff; from Nagasaki, Mr. G. H. Wheeler; per *Malacca*, from Hongkong, Messrs. W. Bean, J. H. Wright, J. Simpson and Sengées. The following left by the last mail steamer for Marseilles, Mr. and Mrs. Dickinson, Messrs. Barrow and Provand; for Southampton, Dr. and Mrs. Coghill; for Hongkong, Mrs. Maltby, Messrs. T. F. Ballance, Boyer and L. Moore.

From the *Daily News*, we learn that Mgr. Mouly the late Catholic Bishop of Peking, whose death we mentioned some weeks ago, was buried with great pomp on the 19th December, most of the members of the

"corps diplomatique" and all the clergy, with the successor of the deceased, Mgr. Guerry, at their head, joining in the procession, together with Chinese converts. The procession occupied two hours in traversing the city, religious chants being sung by those engaged. The Chinese crowd appears to have behaved in a respectful manner.

HONGKONG.—The Directors of the Hotel Company have issued a report to the Shareholders which shows an unsatisfactory state of affairs up to the present, but they are sanguine as to the future. They attribute most of their misfortunes to the incapacity of the Manager whom they engaged in England.

The *Daily Press* mentions a mutiny of a serious nature, which took place on board the ship *Western Empire*, bound from Bombay to Callao. The mutineers beat the captain and put him in irons, and the vessel was taken to Hobart Town, where the mutineers were arrested. The case was before the Police-court at the above-named place.

The same paper states that there was in the Colony a well grounded rumour to the effect that H. I. M. Steamer *Le Monge* is lost. She left Saigon for China and Japan on the 1st ult., and has not been heard of since. The *Saigon Advertiser* of 28th ult. publishes a letter from M. Gaudot, Master Attendant of Saigon, in which he states that he has taken every pains by inquiry among the Chinese and Annamite vessels who had lately arrived from the China coast, to trace the source of the rumour, but had not been able to get hold of anything authentic. The only certainty is that the *Monge* had not been seen or heard of since she left Saigon.

The following appears in one of the local papers:—"We regret to learn that alarming symptoms of competition for next season's black leaf Teas at Hankow have become manifest. Not only have all the old Tea Hongs in the country been taken up, but new ones have already been established. These unprecedented preparations for purchasing the new season's Teas, we fear portend little good to next year's operations."

The *Friend of India* contains the following paragraph relating to a gentleman who is identified with the former history of Hongkong:—"Rumour has it that that migratory, not to say erratic barrister, Mr. T. Chisholm Anstey, is to succeed Mr. L. Broughton as Recorder of Rangoon. Only a short time ago it was confidently asserted that Mr. Anstey was to fill a vacancy on the Madras Bench. Of his legal abilities there can be no question, but it would be fortunate if a barrister of more settled habits should be found for such an important office as the Recordership of Rangoon, which carries with it the chief Judgeship of Pegu and Arrakan."

"In the *Scrutins Times* of December 12th, we notice that Captain Middleton of the *Dayspring*, whose inhuman treatment of a number of coolies has attracted so much attention, has been tried and punished. The *Transvaal* brought on a telegram to the effect that he had been sentenced to 12 months' imprisonment. Considering the magnitude of his offence, this appears a somewhat light sentence. The other news from Australia is of little interest. The Government of Tasmania has offered a reward of £1,000 to £5,000 for the discovery of gold in that island. Business at the date of the telegrams (November 10th) continued steady. Both in New South Wales and South Australia, a new Ministry has come into office since last Mail. In New South Wales, most of the new men will be opposed when before their constituents for re-election. In South Australia, Ministers do not require to resign on accepting office, and on the 10th the new men were to enter into a statement of their policy."—*Hongkong Daily Press*.

"Chinese newspapers in Victoria (says the *Melbourne Argus*) are not wholly unknown. They have been attempted more than once, but we believe the only success achieved in this direction was by a Mr. Bell, of Ballarat. He was then a tolerable Chinese scholar,

and for years printed and published upon Bakery-hill a Chinese paper. It was entirely his own affair, for he cut the characters on blocks of wood, from which he took impressions. The thing was but a rude broad-sheet after all, and died a natural death long since. Now, however, a new Chinese paper, with vastly superior pretensions, has been started, and the first was printed and published yesterday by Mr. E. Whitehead, of 87, Collins street East. It is in size a sheet of white foolscap, upon which the Chinese characters have been well lithographed. Its name is the *Fi-pao*, literally rendered "Flying Intelligencer," and it resembles as nearly as possible an English commercial paper, the reading matter and advertisements being, of course, compiled and edited for Chinese readers exclusively. No. 1. consists—we are informed—of a preface; a portion of the Rev. Mr. Young's Chinese report; as epitome of the late mail news; an account of the late South American earthquakes, and other intelligence. The price is 6d. per copy."—*Sydney Morning Herald*.

JAPAN.—One of the Shanghai papers says with reference to Hakodadi; "It seems that the occupation of this place by the Tokugawa refugees from the central island, has a deeper object than the mere piracy of which they are accused. The *Japan Times* contains a curious document asserting that, being unable to hold their own against the Southern party in Nipon, they have come to settle in and colonise Yesso; and have written to the Mikado begging to be left there in peace. It is anticipated that the Imperial troops will have no small difficulty in overcoming and expelling them if, as seems intended, they attempt this course."

THE BHAMO EXPEDITION.

(*Rangoon Times*.)

By the Colonel Playne, which arrived here on the 4th instant, we were glad to welcome back to Rangoon, Captain Bowers, who is the first of the Bhamo Expedition who has returned to this port.

As we have already informed our readers, the expedition has been a great success, a greater success in fact than even the most sanguine anticipated when it first started. We now hasten to give publicity to the most interesting and notable events that occurred to Captain Sladen's party from the time they met the escort of the friendly Panthays on their outward journey, till they returned to Mandalay in safety towards the end of last month.

On leaving Sanda on the way to Momein, the old Sakhwa was profuse in his hospitality—superintended the departure of his guests in person, fired salutes for them and sent trumpeters before them through the town to its utmost limits, these being the greatest marks of distinction which he had it in his power to bestow. At Mynela they met the Panthay military escort, which, along with a larger party that joined them subsequently, conducted them to Momein.

While accompanied by the escort between Nantin and Momein, the Panthays of the advanced guard who were in charge of the baggage were attacked by a body of dacoits, who shot down the two leading men, officers of considerable rank, before the escort had time to engage them with their full force, which however they very soon did and put them to flight. While this attack was going on Captain Sladen and his party were visiting some curious hot-springs about two miles off, and were all unconscious of the loss of two of their faithful allies.

On the arrival of Captain Sladen at Momein, the governor himself came nearly a mile outside of the city to meet him, and welcomed him with great state and cordiality. A large temple was prepared for the accommodation of himself and those who accompanied him. This temple was situated outside of the city within easy distance of communication with the Governor's Yamen (official residence)—every necessary and luxury was supplied to them in abundance and all their wants anticipated. The name by which the Governor is officially known is Tah-se-ko; he is a tall handsome man, much scarred from wounds received in many battles. He is considered a great general by the people, and rose to his present high position, (second only to King Sulaman at Tali,) by the exhibition of great military skill and undoubted bravery.

The first visit made by Capt. Sladen to this celebrity was of course formal. He was received and dismissed with salutes, and the visit was shortly returned by the Governor with great pomp. On becoming better acquainted however, and as their mutual visitings became very frequent, all formality was laid aside, and the most friendly relations sprang up between them. The Governor often invited the whole party to dinner and gave Chinese sing-songs for their amusement. Our explorers remained altogether six weeks at Momein, during which time events of no mean importance occurred in that country—the most important being a renewal of hostilities between the Panthays and Chinese, the result of which was, that the city of Yunnan fell into the hands of the Panthays, who are thus put in possession of the whole province and their power consolidated. Another incident also occurred which shows pretty distinctly the double dealing of His Burmese Majesty. During this same time six Burmese officials arrived at the town of Sheedin about half way between Momein and Tali. They had come direct from Mandalay and brought with them 50 bales of cotton as a present to the Governor of Momein from the King of Burma. Further than Sheedin they could not proceed owing to the disturbed state of the country, but they succeeded in getting their letters conveyed to Momein. What these letters contained we have no means of ascertaining, but that they accompanied a secret and, we may say underhand expedition, is proof sufficient that they were certainly not intended to aid Captain Sladen's expedition, and the probability is that the present was little else than a bribe to try and induce the Governor to throw obstacles in the way of the British representative. This secret embassy is inexcusable, as there could be no good reason for giving it such a character, and it distinctly shows that, notwithstanding the King's apparent friendship and solicitude for the success of the expedition, he was secretly opposed to it from the first, and when he saw he was outwitted he did all he could to make it appear as if his officials had acted contrary to his orders and wishes.

After his arrival at Momein Captain Sladen was anxious if possible to proceed to Tali—this however the Governor pressed him not to attempt, as the country was then in a very disturbed state, from the presence of large bodies of Chinese dacoits. He offered however, in case Captain Sladen should persist in going, to send with him an escort of 1000 men, at the same time stating that he trusted Captain Sladen would see the reasonableness of his objections, for although he would consider it but a slight matter to lose a few of his own soldiers, he feared complications and troubles of a very serious nature might occur should one of the expedition be killed. Taking this into consideration and also the fact that the purposes of the expedition had already been accomplished, all the arrangements made with the Governor of Momein having been ratified by the Government of Tali, Captain Sladen relinquished his intention, and so made up his mind to return without visiting the Panthay capital. The leaders of the dacoits above mentioned pretend to hold commission from the Imperial Government at Peking, and what gives some semblance of truth to their representations is the fact that they have all along been encouraged by the Chinese Officials in Yunnan City. Being now effectually deprived of their aid and countenance, there is little fear but that the Panthay Government will either bring them under subjection or expel them from the country.

The Tali Government, as we have already said, has endorsed all that has been done in its name by the Governor of Momein, and at the same time forwarded presents to Captain Sladen, which however were stopped by the same cause and at the same place as the King of Burma's mission.

The Panthay authorities have given assurance of their great desire to cultivate friendly relations with us and to extend trade between the Western Provinces of China and British Burma; to this end they engage to keep the route open throughout their territory, and to protect the caravans from the time they cross the Kakhien hills till they arrive at their destination, and vice versa. Also, that the caravans shall go to Bhamo direct, if they can only receive assurances in return that they will be able to dispose of their goods there and purchase goods to take back to Yunnan. They likewise agree that the transit dues shall be fixed at the lowest possible rate, so that trade may thereby be encouraged. And finally they have determined to send a mission to Rangoon about the end of this year

to learn what the facilities will be for carrying on the trade, what the best place may be for the interchange of commodities, and what duties &c. &c., will be levied on either side. They will also be the bearers of presents from the Panthay to the British Government.

After having made all these satisfactory arrangements, the expedition prepared to return. It was Captain Sladen's wish to come back by a more southerly route, but to this the Governor of Momein seemed much opposed, as he feared that it might then be decided to carry the trade direct to Toohelian, and so Momein would be ignored. After mature deliberation Captain Sladen returned to Bhamo by the old Embassy route via Hotha. On the way he was stopped for several days at Mynela and Sanda, owing to heavy rains. At Manwino he met with the Chief of Hotha who escorted him to that place. The Kakhyens then conducted the party across the hills to Bhamo. The return journey was a complete ovation, each and all of the chiefs of the different districts trying to show the advantages that would be gained by the caravan route passing through their particular part of the country. Their hospitality knew no bounds.

Captain Sladen and party reached Bhamo on the 5th September without any casualty having occurred except what we have already noted, and the death of a servant of Dr. Anderson from small pox, and of one of the police guard from incautiously drinking a large quantity of water while heated.

A number of the Kakhien Saubwas with about 100 followers accompanied Captain Sladen into Bhamo, there they took a most solemn oath to act up to all they had promised, and to give safe conduct to the trade that might pass through their country. To confirm their oath they slaughtered several bullocks, mixed part of their blood with samshoo and drank it. Part of the flesh they sent according to custom to Captain Sladen and part to the Governor of Bhamo. The latter returned his portion, thus offering them the greatest insult possible. He did all he could to keep this oath from being taken, and endeavoured in every way in his power to raise enmity between our representative and his trusty friends; while at the same time he was servile in the extreme to Captain Sladen himself.

Thus has been successfully ended an expedition which reflects great credit upon its chief, Captain Sladen, and also upon those who accompanied him and stuck by him to the end. If Captain Sladen's journey, his trials, troubles and victories, are to be made of any practical value, it is absolutely necessary that no time should be lost in sending a political agent to Bhamo, the more so as we learn that the route which has thus once more been rendered serviceable for the purposes of trade, is to be reopened by a caravan consisting of 5000 mules, which should arrive at Bhamo in December or at latest in January. The importance of the great work which has thus been accomplished can hardly be over-rated. The extension of our trade with China overland is not of mere local but of national importance. When we look to the present state of our commercial relation with that great country, and also to the relation which other countries are assuming towards her, some of them situated geographically in a far more advantageous position than we ourselves as regards trade by sea; it behoves our Government to give to the development of this overland trade all the encouragement and assistance in their power. Those of us who are acquainted with the trade of China can the more easily realize the truth of what we thus assert. France and America are every day taking to themselves more and more of the trade that was once our monopoly; and he must be blind who does not see that, when the Great Pacific Railway is completed between New York and San Francisco, America instead of England will be the centre of the China trade. Even during the present year several large cargoes of China produce have been carried away to San Francisco by the splendid line of American steamers which now unite that country with Hongkong, China and Japan. If England is to retain the commercial supremacy which she has so long held in the East, no chance like the present of extending that trade can safely be overlooked.

In concluding our remarks at this time on the results of the expedition, we cannot but express a hope that our Government will remember, and in some suitable way reward, the friends of the two Panthay

officers who lost their lives in our service; as a graceful act of this kind would do more to cement the friendship of these Panthays than almost anything that it is in our power to do for them.

COMMERCIAL.

SHANGHAI, Friday Evening, January 8th, 1869.

IMPORTS.—There has been more enquiry for Cotton goods during the last few days, which has been met freely by holders, and Grey Shirtings have sold to a fair extent at Tls. 1.90 a 1.95 for 7lbs., and Tls. 2.05 a 2.10 for 8½ lbs., the market closing weak at these quotations. T-Cloths have also attracted more attention at slightly easier rates, but there is no noticeable improvement in the demand for Woollens or Fancy goods.

TEA—The transactions in this staple since our last issue, on the 5th inst., are almost nil, consisting only of a few parcels of Green Teas at the rates then current. Stocks are Congous 9,800 chests. Green Teas 73,000 chests, which Teaman continue to hold firmly notwithstanding the near approach of the Chinese New Year.

Shipping.—The *Dundonald* has been placed on the both for England and the *Amie* for New York. Rates of Freight are £2.10/ sterling and £3 sterling respectively.

SILK.—The Mail str. left on the morning of the 6th with only 393 bales of China Silk, and since her

departure no business whatever has been done. Total arrivals to date are about 44,500 bales.

Opium.—*Mahoe*: Since our last some sales of good drug were effected at Tls. 495, but subsequently, owing to anxiety on the part of sellers, prices gave way, and again good drug sold at Tls. 490. To-day the *Malacca* arrived with the Mail only, but the *Ganges*, which is to follow, has on board 470 half chests. The market is not yet opened.

Patna:—Since the arrival of the mail there is some enquiry for this drug. Tls. 475 is to-day's quotation; *Bencoes* Tls. 472.

SHANGHAI SHIPPING.

ARRIVALS.—January 5th, *Ceres*, Hakodadi; *Columbine*, str., Hongkong. 7th, *Simola*, Foochow; *Alicia Annie*, Swatow; *Dupleix*, str., Hongkong; *Spindrift*, London; *Bengal*, Boston; *Maria*, Nagasaki. 8th, *New York*, str., Yokohama; *Malacca*, str., Hongkong; *Isabella Johanna*, Swatow; *Hindoo*, Amoy; *Argus*, Swatow; *Drothea*, Cardiff; *Ariel*, London.

DEPARTURES.—January 4th, *Onward*, Manlemaria. 5th, *Prince Kung*, str., Foochow; *Abbotsford*, Ningpo. 6th, *Teazer*, Ningpo; *Ottawa*, str., Hongkong; *Catherine Jurgensen*, Ningpo; *Mary A. Wilson*, Hongkong. 7th, *Merse*, Foochow; *Mica*, str., Foochow. 8th, *Yvonne*, Amoy; *Bob Tail Nag*, Nagasaki; *Jessie*, Saigon. 9th, *Malacca*, str., Yokohama; *Dupleix*, str., Yokohama.

METEOROLOGICAL TABLE, 1868.

Aspect.	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Days.
Clear	13	6	9	7	9	7	18	17	15	17	11	12	141
Cloudy	3	5	5	3	5	4	4	6	4	2	3	4	48
Foggy	3	1	0	2	1	0	0	0	0	0	1	2	10
Misty	1	1	1	4	2	2	1	1	0	0	4	4	21
Overcast	5	3	4	3	1	3	1	1	4	2	0	2	29
Rainy	6	13	12	11	13	14	7	6	7	10	11	7	117
Days	31	29	31	30	31	30	31	31	30	31	30	31	365

PREVAILING WINDS.													
Winds.	N.N.W.	N. E.	N.E. S.E.	Vable	N.E. East S.E.	S.E.	E.S.E.	S.E.	N.E.	E.N.E.	E.N.E. W.N.W.	N.N.W. N.N.E.	Winds.
Total.	3	2	4	1	3	3	2	3	2	1	4	5	Total. 33

NUMBER OF GALES.													
Total.	3	2	4	1	3	3	2	3	2	1	4	5	Total. 33

NUMBER OF HOURS RAIN.													
Total	54	145	98	89	74	117	89	36	51	60	89	50	952 equal to

HIGHEST RANGE OF BAROMETER.													
Standard.	30.51	30.46	30.05	30.30	30.07	30.06	29.96	30.06	30.23	30.35	30.59	30.52	Highest 30.59

LOWEST RANGE OF BAROMETER.													
Standard.	29.80	29.79	29.79	29.71	29.65	29.66	29.34	29.62	29.90	30.02	29.88	30.00	Lowest 29.34

HIGHEST RANGE OF THERMOMETER.													
Fahrenheit	59	70	67	87	89	89	97	93	84	74	69	71	Highest 79

LOWEST RANGE OF THERMOMETER.													
Fahrenheit	27	35	33	41	58	53	70	74	66	50	27	19	Lowest 19

HIGHEST WATER ON BAR.													
Feet	21.04	22.04	22.09	21.07	22.03	22.07	22.04	23.04	24.10	23.07	23.05	23.08	Highest 24.10

LOWEST WATER ON BAR.													
Feet	11.00	11.03	11.00	11.03	11.08	11.09	11.03	11.07	11.10	11.04	11.04	11.02	Lowest 11.00

C. D. B.,—Woozung.

LATEST QUOTATIONS.

SHANGHAI, January 9th, 1869.

	<i>T.m.c.</i>	<i>T.m.c.</i>
GREY SHIRTINGS—5½ Catty, ...	1.9.0 a	1.9.5
„ for arrival		
„ 6½ Catty, on spot	2.0.5 a	2.1.0
„ for arrival		
WHITE Do. 64 Reed, ...	2.1.5 a	2.2.5
T-CLOTHS—36 in, ...	1.7.0 a	1.8.5
LONG ELLS—HH Scarlet, ...	6.2.0	
„ Assorted, ...	6.5.0 a	6.6.0
„ CPH. Scarlet, ...	6.2.0	
„ Assorted, ...	6.5.0 a	6.6.0
„ GG Scarlet, ...	6.2.5 a	6.3.0
„ Assorted, ...	6.5.0	
SPANISH STRIPES—Elephant, ...	0.5.7 a	0.6.1
„ Tiger, ...		
„ Britannia, ...	0.5.8 a	0.6.0
CAMELTS—SS	12.0.0 a	12.5.0
„ SSS	10.0.0 a	11.0.0
LEAD, ...	5.9.0	
IRON—Nail Rod, ...		
OPIMUM—Malwa, Old, ...	not opened	
„ „ New, ...		
„ Patna, ...	495	
„ Benares, ...		
EXCHANGE:—		
ON LONDON.—Bank 6m/s. 5s. 10½d.	per Tac	
„ Credits, 6m/s. 5s. 11d.	„	
„ Bills with doct., 6m/s. 5s. 11½d.	„	
ON PARIS.—Credits, 6m/s., Fcs. 7.52½	„	
„ Documentary. Do. Fcs. 7.55	„	
ON CALCUTTA.—Bank 3 days'		
„ sight, Rs. 300 per 100 Taels. nominal.		
ON BOMBAY.—Bank 3 days'		
„ sight, Rs. 299 per 100 Taels.		
ON HONGKONG.—Bank 3 d/s. 25½	disct.	
„ Private, 15 d/s. 25½-26	„	

BULLION:—

GOLD BARS, Pekin.—Tls. 173.5 per bar Tls. 10 weight.

MEXICAN DOLLARS.—Taels 75.50

CAROLUS Do. Taels 78.3

COPPER CASH.—1,470 per Tael

FREIGHTS:—

To LONDON.—Tea £2.10

METEOROLOGICAL TABLE.—WOOSUNG.

Date.	Time	Wter	Range	Wind.	F	X	Q	H	I	Bar.	Ther.
		II L on	of Tide.								
		Wter	Bar.								
Jan'y.											
1 L.W.	A.M.	10.57	11.05	...	WNW	4	4	26	...	b.	30.52 32
1 H.W.	P.M.	2.54	21.09	5.23	NW	3	4	26	...	b.	30.50 33
2 L.W.	A.M.	11.32	13.05	...	WhyN	5	5	25	...	b.	30.49 34
2 H.W.	P.M.	3.44	20.10	4.50	WNW	6	7	26	...	c.	30.44 34
3 L.W.	P.M.	0.14	11.07	...	nwhyw	3	3	27	...	b.	30.51 37
3 H.W.	P.M.	4.35	20.08	5.00	NNW	2	3	27	...	b.	30.45 35
4 L.W.	P.M.	1.05	12.00	7.18	S by E	1	2	15	...	b.	30.35 39
4 H.W.	P.M.	5.10	20.03	...	S by E	1	2	15	...	c.	30.32 38
5 H.W.	A.M.	6.38	18.09	6.16	SE	1	1	12	...	f.	30.30 32
5 L.W.	P.M.	1.30	13.01	...	North	1	1	32	...	c.	30.31 49
6 H.W.	A.M.	7.18	18.10	6.14	NNW	5	5	30	...	c.	30.43 37
6 L.W.	P.M.	2.14	14.07	...	NNW	3	4	30	...	c.	30.42 38
7 H.W.	A.M.	8.04	18.03	7.16	S by N	1	2	2	...	b.	30.44 37
7 L.W.	P.M.	3.35	13.00	...	NE	1	2	3	...	b.	30.40 40
8 H.W.	A.M.	9.32	18.10	6.13	ENE	3	3	6	...	b.	30.41 42
8 L.W.	P.M.	4.57	13.05	...	East	2	2	8	...	b.	30.37 42

Explanation.

F. Force (1 to 12—estimated): X. Extreme force: Q. quarter whence extreme force (N. b. E. = 1 to 32 = N.); H. Hours of Rain: I. Initials; —b. blue sky; c. clouds (detached); f. fog; h. hail; l. lightning; m. misty (hazy); o. overcast (dull); r. rain; s. snow; t. hunder; Z. calm.

NOTICE.

THE interest and responsibility of Mr. GEORG WILHELM SCHWEMANN, and of Mr. RUDOLPH HEINSEN, in our firm, ceased on the 31st December 1867 and 31st December 1868 respectively.

Mr. FERDINAND NISSEN and Mr. HEINRICH HOPPIUS have this day been admitted Partners in our firm at Hongkong and in China, which now consists of Mr. GEORG THEODOR SIEMSEN, Mr. Woldemar NISSEN, Mr. ADOLF JOOST, Mr. FERDINAND NISSEN, and Mr. HEINRICH HOPPIUS.

SIEMSEN & Co.

Shanghai, 1st January, 1869.

NOTICE.

MR. JAS. B. ROBERTSON and Mr. HENRY W. DAVIS, are authorised to sign our firm in China and Hongkong from this date.

BULL, PURDON & Co.

NOTICE.

THE Interest and Responsibility of Mr. ABRAHAM DAVID EZEKIEL in our firm in China ceased on the 31st December, last, and Mr. CHARLES ELIAS SASSOON has been admitted a partner in the same from this date.

E. D. SASSOON & Co.

Shanghai, 1st January, 1869.

NOTICE.

THE partnership hitherto existing between THOMAS BLAKE GLOVER, FRANCIS A. GROOM, EDWARD HARRISON, and RYLE HOLME, under the firm of GLOVER & Co., of Japan and Shanghai, ceases this day by efflux of time. The business in Shanghai will be conducted on and after the 1st January 1869 under the style of GLOVER, DOW & Co., in which firm FRANCIS A. GROOM and JAMES DOW will be partners.

GLOVER & Co.

Shanghai, 1st January, 1869.

THE CHRONICLE AND DIRECTORY

FOR 1869.

THIS Work, now in the SEVENTH year of its existence, will be published as early as practicable after the close of the year.

It will be compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains will be spared to make the work complete in all respects.

In order to avoid mistakes and disappointment, the Publisher begs to inform intending Subscribers, that although another Directory, with a very similar title, and for which his work has evidently been taken as the ground work, is also about to be printed, it is in no way identified with the *Chronicle and Directory* published at the *Daily Press* Office.

He also requests that those persons who have not yet returned the printed forms which have been sent to them to fill up, will be good enough to do so without delay. Any persons who have recently arrived, and to whom printed forms have not been sent, are respectfully requested to forward their names and addresses as early as possible for insertion.

Agents in Shanghai, Messrs. LANE, CRAWFORD & Co.

Hongkong, 19th November, 1868.

NOTICE.

MR. D. O. CLARK retires from our firm, and Mr. J. MURRAY FORBES and Mr. E. D. BARBOUR are admitted partners from this date.

RUSSELL & Co.

China, 1st January, 1869.

In the matter of the goods of DONALD CAMPBELL, deceased.

ALL claims against the estate of the above intestate must be lodged with, and all payments made to, the undersigned, within a month from this date.

R. A. MOWAT,

Administrator and Attorney for Next of Kin.
Supreme Court, Shanghai, 26th Dec, 1868.

MR. WILLIAM LANG has been admitted a partner in our firm in China and Japan.

BUTTERFIELD & SWIRE.

Shanghai, 1st November, 1868.

JUST PUBLISHED.

COPPER CASH AND THE TEA TRADE, being an Attempt to show the Effect of the Debasement of the Currency of China on the Foreign Trade of the Country; by THOS. W. KINGSMILL, Corresponding Secretary N. O. B. Royal Asiatic Society. Price \$9.50.

To be had from GEO. WASHINGTON ANTHONY, Bookseller and News Agent, Szechuen Road, Shanghai. Shanghai, 9th May, 1868.

NOTICE.

THE Interest and responsibility of Mr. FRAMJEE HORMUSJEE in our Firm ceased on the 31st March 1868, and our business at this port is closed from this date. Any one having claims against us will please to send them in on or before the 31st August to Mr. FRAMJEE HORMUSJEE, who will attend to our outstanding affairs.

P. F. CAMA & Co.

Shanghai, 20th August, 1868.

NOTICE.

I HAVE this day established myself as Merchant and Commission Agent under the firm of FRAMJEE HORMUSJEE & Co.

FRAMJEE HORMUSJEE.

Shanghai, 20th August, 1868.

NOTICE.

MY Business of Auctioneer and General Broker will from this date be continued on the Premises lately occupied by NILS MOLLER, Esq., Canton Road, and the Firm will be

MELLER & Co.

Shanghai, 1st December, 1868.

Monthly Periodical.

"NOTES AND QUERIES ON CHINA AND JAPAN."

EDITED BY N. B. DENNIS.

Price \$6 per annum.

IN Issuing a Monthly Periodical devoted to Eastern subjects, on the plan of that which, under a similar title has proved so popular during a long series of years in Great Britain and America, the publishers have been encouraged by the already large and constantly increasing interest felt in all parts of the civilized world with relation to China, Japan, and the adjacent Countries. With Peking and Yedo open to travellers and officials, with the whole Empire of China accessible to explorers, and the barriers hitherto so jealously maintained in Japan becoming daily weakened, numbers of new facts and much curious information is being accumulated in the notebooks of individuals, who are glad to preserve in type many little particulars, for embodying which in a form accessible to the public, no means now exist. All notes and inquiries received are carefully classified and indexed with minute care; whilst, as in the home work which has been adopted as a model, a list of books wanted, or for disposal relating to China or Japan is inserted free of charge.

The favourable reception which this periodical has met with leads the publishers to hope for a yet more extensive circulation.

The subscription has been fixed at \$4 per annum. It is necessary, in order to avoid misapprehension, to add that no communication, of whatever description, can entitle a contributor, in the case of a publication of this kind, to receive without charge a copy of the paper in which it appears. All "Notes" and "Queries" are of course, inserted without charge.

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C. A. SAINT, (late A. SHORTREDE & Co.)
Publisher, Hongkong

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